

# THE DAILY BEE.

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The Bee Publishing Company, Proprietors.  
 E. ROSEWATER, Editor.

## THE DAILY BEE.

### Sworn Statement of Circulation.

State of Nebraska, ss. Geo. B. Tschuck, secretary of The Bee Publishing Company, do solemnly swear that the actual circulation of the Daily Bee for the week ending June 15, 1888, was as follows:	
Sunday, June 9, 1888.....	18,350
Monday, June 10, 1888.....	18,350
Tuesday, June 11, 1888.....	18,350
Wednesday, June 12, 1888.....	18,350
Thursday, June 13, 1888.....	18,350
Friday, June 14, 1888.....	18,350
Average.....	18,350

Sworn to before me and subscribed in my presence this 16th day of June, A. D. 1888, N. P. FILL, Notary Public.

State of Nebraska, ss. Geo. B. Tschuck, being first duly sworn, deposes and says that he is secretary of The Bee Publishing Company, and that the actual circulation of the Daily Bee for the week ending June 15, 1888, was as follows:

For July, 1888, 14,000 copies; for August, 1888, 14,000 copies; for September, 1888, 14,000 copies; for October, 1888, 14,000 copies; for November, 1888, 14,000 copies; for December, 1888, 14,000 copies; for January, 1889, 14,000 copies; for February, 1889, 14,000 copies; for March, 1889, 14,000 copies; for April, 1889, 14,000 copies; for May, 1889, 14,000 copies.	
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Sworn to before me and subscribed in my presence this 16th day of June, A. D. 1888, N. P. FILL, Notary Public.

AVERAGE DAILY CIRCULATION IS, 175

Total for the Week - - - 127,225

A DARK horse hails from Ohio and carries on his back somebody who looks like Congressman William McKinley.

It must be the friction of colliding booms that makes Chicago weather so uncomfortable. For all that, enthusiasm does not abate, nor the starch wilt out of a single delegate.

THE "G's" have stood by the republican party so well that a leader whose name begins with that letter is not to be sneezed at. It was Grant and Garfield once. It may be Gresham now.

THE high price of live stock in the western markets has been traced to a scarcity of grass cattle. In the last twenty-five days prices have ranged higher, it is stated, than was ever known before in the cattle industry. If such a condition exists, it must be gratifying to the cattlemen who have suffered severely from heavy losses on the ranges.

CANADA is advertising herself as the refuge for American bootleggers. A judge at Ottawa in passing sentence upon two embezzlers, members of the city council, said that it was necessary to stamp with reprobation the pernicious practice of taking the people's money without legal authority. He then put them in prison for six hours, although each had appropriated \$1,000 of the public funds. No wonder Ottawa sees plenty of American money.

In 1872 Mr. Thurman declared that, "as long as the incumbent of the presidential office can hope for another term he (the president) will use the immense patronage of the government to procure his nomination and secure his reelection." That was the time when Grant was renominated for the second term. But in 1888 the democratic nominee for vice president makes a complete somersault and lands without winking his eye right in the arms of second-term Cleveland.

The local option law has received another setback in Michigan from the rulings of the supreme court. The recent decision is of considerable importance, moreover, to other states in its bearing upon the liquor question. The court has pronounced unconstitutional the act in the Michigan license law which prohibits brewers and wholesale liquor dealers from going on the bonds of retailers. It would seem from the decision of the judges that no state can enact laws which specially discriminate against a class of citizens by declaring them ineligible as sureties. As many states besides Michigan have included this act in their license laws interesting developments may be expected.

THE Minnesota supreme court has decided a case which will be as balmy to the wounded spirits of many a traveler. A passenger got on a railroad train but could find no vacant seat. The conductor demanded his fare but he refused to pay unless he was provided with a seat. On being ejected from the cars the passenger brought suit against the railroad company. The court held that the plaintiff had a right to refuse to pay his fare, and did not thereby become a trespasser on the train, for the passenger has the right to be provided with a seat. This decision settles a long disputed subject as to rights of a passenger, and railroad as to their interests to provide the traveling public with the necessary accommodations.

It was a graceful tribute of the national republican committee to the people of Dakota in deciding to allow that territory the ten delegates to which she would be entitled if she had been admitted to statehood. It is moreover a fitting rebuke to the democratic party in its sectional partisanship in keeping Dakota out of the sisterhood of states. The liberal policy pursued by the committee toward that territory is in line with the traditions and principles of the republican party. No wonder that the people of Dakota have affiliated with their friends. The stupid action of the democrats in congress ignoring the rights of the free people of Dakota to govern themselves can not fail to react upon the party of obstruction when the hour of retaliation comes.

## The Republican Platform.

The platform adopted by the national republican convention can be understood by everybody. It is comprehensive, explicit and straightforward. There is no straddle in it, and no equivocation. It is thoroughly patriotic and entirely courageous in its statement of policies and principles. In all these respects it will favorably compare with the best productions of previous republican conventions, while boldly contrasting with the last somewhat lame effort of the democracy in the same line.

As to every declaration of the platform, except that relating to the tariff, it will receive the hearty approval of all republicans. Especially will there be approval of the demand for legislation to secure a free ballot and an honest count; of the declaration of opposition to all combinations of capital organized in trusts or otherwise, to control arbitrarily the condition of trade; of the position regarding the territories; and of the duty of the government to the defenders of the union. Others than republicans will also approve the clear statement of the attitude of the party regarding civil service reform, a matter concerning which the democracy studiously avoided giving any assurance for the future. The sincerity of the declaration on this subject is attested by the course of the party in the past, which not only inaugurated the reform, but carried it to the highest point of efficiency it has reached. Since the democratic convention Mr. Cleveland has endeavored to make amends for the failure of the representatives of the party to pledge it to any future support of this reform by promising an extension of the policy, but no one will be misled by this who is not willing to be deceived. The success of the democratic party again would mean the end of civil service reform before another administration had expired. Citizens of foreign birth will find in the pledge of national protection, in whatever land they may be on a lawful errand, the assertion of a policy which the republican party has always firmly stood for and which more than any other party since the foundation of the government it compelled foreign nations to respect. Upon all these declarations of principle republicans will have no disagreement, and they should have the approval and support of all patriotic citizens.

Regarding the protective system the platform has the merit of directness and courage. But a great many republicans, particularly in the west, will regret the extreme position taken on this subject, and many such may be forced by their confirmed views respecting the necessity of a fair and wise revision of the tariff to withhold their support from the party. The present declared policy of the party is more radical than has been proclaimed in twenty years. It does not even contain the pledge of four years ago to correct the inequalities of the tariff. It ignores the changed conditions, which render the high tariff less justifiable now than at any other time since the tariff was enacted, and demands that the system shall be maintained without alteration or modification, unless it be to increase duties on such articles as are produced in this country in order to reduce revenue by checking imports. That it was a mistake to put the party in this position we have no doubt will speedily appear. No intelligent man questions the necessity of maintaining protection. The country must obtain a large part of the revenue necessary to pay the expenses of government from tariff duties, and it is equally essential that a reasonable protection be given American industries and the labor employed in them. But to effect all this it is not necessary to maintain the existing high tariff, which gives to manufacturers a most generous bounty beyond the protective point, and is to that extent an unjust exaction and an oppressive burden upon the people. It was hoped by tariff reform republicans that the convention would show some advance in this matter, that it would give some heed to the large and growing sentiment in the party in favor of reducing the tariff and giving the people the relief they require from this form of taxation. The failure to do this will be a great and serious disappointment to these republicans, who are more numerous than the extreme advocates of the protective system doubtless suppose. How many of them will be alienated from the party by reason of its extreme position on the tariff is a most important question which may only be determined by the result in November.

## An Adverse Decision.

The decision of the inter-state commerce commission, adverse to the complaint and petition from Omaha, alleging discrimination by the railroads in favor of the business interests of this city, and asking relief at the hands of the commission, is undoubtedly very disappointing to our business community and to all interested in the mercantile growth and prosperity of Omaha. But an intelligent and candid reading of the views of the commission must, we think, carry the conviction that the decision is just, and that any different position would be essentially unjust to the other towns of Nebraska in interest. The commission found the statement of facts on which the complaint was based to be true. The railroads do make through rates from Chicago to interior towns in Nebraska which are less than the rates from Chicago to Omaha plus the local rates to such interior towns, but the benefit thus obtained by the interior towns they are held to be entitled to "unless Omaha has in law some right to consideration in the making of rates superior to that of other Nebraska towns," which obviously she has not. We take it that no one will seriously contend that Omaha should receive special consideration or favor at the expense of the sixty-one interior Nebraska towns cited to the commission as obtaining advantageous through rates from Chicago, or of any other Nebraska town. Those most anxious for the upbuilding of Omaha would not demand that this be done by any favoritism or discrimination that would oppress in any degree the

other towns of the state. What ever advantage they can get under a fair and proper observance by the railroads of the requirements of the law they are clearly entitled to and must be allowed to enjoy.

But the failure of Omaha to secure the desired relief in this instance does not remove the last means of putting her merchants more nearly on an equality with those of Nebraska. A reduction of local rates, which will destroy the margin of difference which was the source of Omaha's complaint to the inter-state commerce commission, is practicable, and this the board of transportation should speedily effect. The interior towns would be benefited by such a reduction and the greater part of their trade that is under present conditions attracted to Chicago would come to Omaha. All things being equal Nebraska merchants will prefer to do business in the metropolis of their own state. Justice to our people demands a reduction of local rates, which as repeatedly shown are higher by from twenty-five to forty per cent. than in Iowa, Minnesota and other states, without any sound reason for being so. This way appears the plainest and surest for relieving Omaha from the damaging discrimination practiced against it by the railroads in favor of Chicago. It would work no injustice or disadvantage, but rather be a benefit, to all the interior towns of Nebraska, and there should be no further delay in adopting it.

## The Difference.

Compare the democratic and the republican conventions and what a contrast is presented. The former was dull, colorless and moved along under a dull and dried programme. The delegates were more automatons who machine-like at the proper moments cheered and cast their ballots for the common candidate as the leaders had mapped out in advance. From beginning to end the St. Louis convention followed the carefully arranged plan of Mr. Cleveland. Like dumb driven cattle, the men who were supposed to voice the wishes of the democratic party allowed themselves meekly to be put under the yoke of the administration. But at Chicago, the jostling, eager, enthusiastic clans and supporters of this and that candidate are unmistakable evidences that the rank and file of the republican party is represented. No man is in the ascendancy. No candidate is so strong as to grip the convention by the throat and tell it what it must swallow. In the ever-shifting scenes, in the uncertainty of the final outcome, there is a spur to the boomer of each candidate to strain every nerve to reach the winning post. Such a situation as this augurs success to the republican convention. The constant friction of different interests causes spontaneous and heartfelt enthusiasm. It fans the flame of patriotism and loyalty to the republican party. It creates that undefined feeling that principles are above men. And when the supreme moment comes to unite upon a common choice that candidate will not be a man forced upon a reluctant assembly, but the free and untrammelled nominee of a great deliberative body.

The policy of retrenchment and of constructing no more railroad lines on the Union Pacific system is still bravely adhered to in Nebraska. But in Kansas the Union Pacific company has filed a charter to build 1,300 miles of new road. With this sort of retrenchment it will be necessary to extend the term of payment of the Union Pacific debt to the government two or three hundred years longer. At present, however, the Outwails bill satisfies the cravings of that road. Seventy-two million dollars is a mere bagatelle, and the Nebraska producers and merchants are only too eager to accommodate the Union Pacific in its embarrassment, so that it may build railroads in every state but our own.

Mr. GOULD has become a reformer on a brand new plan. He frowns on paying dividends which are not justified by the earnings of the railroad. In consequence he approves the cutting down of the usual six per cent dividend to five on Missouri Pacific securities held by stockholders. By and by, when more watered stock will be injected into that railroad, he will be justified in making a four per cent dividend. Apparently there is no limit to this species of reform, and Jay Gould knows how to work it.

## One of Grover's Trusts.

The Widow McGinnis' pig will go squealing through all the federal offices from this time till November.

## Get These Hence, Channery.

It is rather presumptuous in the city of New York to put a presidential candidate when the honored representatives of seven other metropolitan clubs are pounding the life out of its baseball club.

## The Bee Approved.

We never thought that there was much probability of the nomination of Mr. Depew, but such chances as he had were not, in our opinion, greatly improved by the announcement in the Omaha Bee that if he were nominated it would not support him, but would "place a separate republican electoral ticket in the field for independent and anti-monopoly republican support."

## Steady Employment.

An effort is being made to abolish the cooking school, so long a feature of the Omaha public schools, to which the World stoutly objects. The World's head is perfectly level. Teach all the Omaha girls to cook. If there is any one thing St. Joe needs it is competent "chared girls." Every Omaha girl who learns to cook can rely on steady employment and good wages.

## War on Issues, Not Women.

Judge Thurman denies that he carried delicacies to the rebel prisoners at Columbus during the war, and says that his wife did it. We trust that Mrs. Thurman will not be attacked on this score. It was a noble and kindly impulse that impelled this action, and not the less so because our men were starved at the south. It is too late in the day to endeavor to make political capital out of such an act, when the rebel soldiers themselves

have been forgiven and restored to power. We could wish that this campaign could be conducted without reference to the wives of the candidates for public office.

## The Man Who Owns Chicago.

"If General Blank is not engaged," remarked a visitor at the Grand Pacific a day or two ago to a young man who seemed to have charge of one of the delegation headquarters, "I have a friend here that I would like to introduce to him."

"Well, sir, he is too busy to see anybody now," said the young man, pompously, "and your friend will have to come some other time."

"Then, if you will permit us," rejoined the visitor, removing his hat, and looking at the speaker with the most profound reverence, "we will stand here a few moments and gaze in silent awe at gentleman who doubtless owns Chicago."

## State Ownership of Railroads.

There was a debate a few days ago in the British parliament which will prove interesting to Americans. It was on a bill for the purchase of the British railroads by the government. Forty years ago, on motion of Mr. Gladstone, parliament passed a resolution providing for the purchase of all the railroads in England by government in twenty years from that time. The twenty years passed over, but when the time came to carry out the bargain the government was not anxious to buy nor the railroad companies anxious to sell, and the scheme was postponed. Ever since that then it has cropped out at intervals whenever an outcry arose against the extortions by the companies, and quite lately a bill as been framed to carry this project into effect. It was on this bill that the debate arose.

On the one hand it was argued that the government, seeking to make no profit on the roads, could operate them more cheaply than companies who are chiefly concerned for dividends, and that shippers would get the benefit of the reduction. Attention was drawn to the fact that freight charges are higher in England than they are in Belgium, where nearly all the roads are government property, or in Germany, where three-fourths of the lines are in the same ownership. It was argued that a reduction to Belgium and German freight schedules would be a boon which would go far toward lifting the present depression. On the other hand, it was contended that a transfer of the railroads from their present ownership to that of the government would be merely shifting a load from one shoulder to the other. It was contended on the part of the railroad companies that the saving in operating expenses reported by the continental companies, as compared with the British companies, arose mainly from the difference in the value of labor in Great Britain and the continent, and that the government would find, if it owned the railroads, that it could not run them any cheaper than the companies do.

In France and Germany the government ownership of railroads has worked well, and we do not see why such a proposition would not prove as beneficial in the United States. For instance, who doubts that a few great lines of railroads, extending from one extreme of the country to another, would be of great advantage? In Belgium and Germany the trains are run precisely as they are in this country, only the governments own the road-beds and the rolling stock instead of the being owned by incorporated companies, whose only object is to obtain as much money from the public as possible. There is, however, no more necessity for the government running trains on railroads if it owned them, than there is for a government running boats on a canal owned by itself or a state. The government might own the road-beds, and individuals or companies run the trains, paying a toll as boats do on a canal. Thus the ownership of railroads by governments has proved beneficial.

## THE GOLDEN SPIKE.

### How It Happened that So Many Memorials Are Made From It.

The golden spike that united the Union and Central Pacific railroads and connected New York and San Francisco by rail has, says the Oakland (Cal.) Tribune, been immortalized in song, story, and picture until it has become a part of the history of this country, and wherever the Pacific coast is heard of there will be a reference to the famous "golden spike" of the Central Pacific. There is one peculiar fact connected with this golden spike, however. The spike is still in the custody of the Central Pacific railroad company, and yet there are many charms made from gold that are sold for much more than the value of the spike. The stories do not agree, and much speculation has been caused thereby. The charms are made in the shape of little railroad spikes, each about an inch long. They are covered with the fact that the metal was part of the "golden spike" that joined the two roads, and giving the date of the completion of the road, May 10, 1869, and the name of the owner. These are looked upon as spiritual charms, but they are not. They are made to explain this one must go back into history which is comparatively unknown.

The Central Pacific railroad now owns the track that runs to the city of Ogden, but an interesting fact is never built this road. For months the Central and Union Pacific railroads had been facing, one eastward and the other westward, the Union Pacific aiming to get over the Sierras and the Central aiming to get to the coast by the shortest route into Nevada and beyond. At that time it was the intention of the Union Pacific to have an entrance into San Francisco, and the Central Pacific was trying to get as far west as possible before making connection. During the first part of the year 1869 and the latter part of 1868 each road had its graders working night and day. They met in the neighborhood of Promontory and passed each other, one set grading to the eastward and the other to the westward within a few hundred feet of one another. Each road had graded many miles beyond their first meeting place when the tracks were laid to Promontory fifty-three miles before making connection. Then the thought over the matter, and negotiations were made by which the Central Pacific railroad purchased the track into Ogden and grading ceased. Like immense mounds of earth, the two roads lay to bear witness to the struggle between two great roads.

But to return to the golden spike. At Promontory the spike was driven, and with much pomp and circumstance the affair celebrated. The spike was made of gold—pure gold—and on the tip of it was a large lump of rough gold. This was broken off. Leland Stanford drove the spike, which was afterward carried to Ogden, and was placed in the iron substituted. It was from this rough lump of gold, cast with the spike, that the little watch-charms are made.

## THE THRIVING CITY OF ORD.

Beautiful For Situation in the Rich North Loup Valley.

## HER REMARKABLE FACILITIES.

Two Great Lines of Railroad, Excellent Schools, Churches and Hotels, Busy Manufactories and Pushing Business Men.

Ord, Nebraska.

The beautiful and thriving young city of Ord, Neb., is destined to be at no distant day one of the leading cities of the state. Ord is located in Valley county, 214 miles by rail west of Omaha and sixty miles north of Grand Island, in the heart of the North Loup valley, which is one of the richest agricultural sections of the state, and from her slightly elevated position on one of a series of low foothills on the west bank of the Loup river, has one of the grandest and most picturesque views of the broad and fertile valley ever presented for observation. The soil of this valley is of a rich, black loam to a depth of from four to eight or ten feet. It absorbs moisture readily and retains it to such a remarkable degree that the most prolonged drought never bakes or renders it unfit for the plow at any time. These lands need no artificial fertilizers; ages of cultivation cannot exhaust them. Crops of corn have been grown in Valley county on the same land for fourteen years in succession without any diminution in quantity or quality, and without the use of any artificial fertilizer. The large amount of silica in the soil gives the advantage of natural drainage, absorbing water like a sponge, holding it until a time of drought, and then sending it to the surface. The cultivated land is rarely wet or dry. A peculiarity of the land is that the top soil of the highest bluffs is as deep as that of the valleys; so that it can be truly said that there is not an unproductive spot of land in the county. The versatility of the soil is wonderful. Wheat, rye, barley, corn, broom corn, buckwheat, sorghum, millet, Hungarian, all vegetables of the field and garden and all fruits and grasses known to the temperate zone, flourish to perfection in this soil.

ALTITUDE.  
 The altitude of Ord is about 1,450 feet above sea level. The atmosphere is light, pure, dry and bracing, the waters of short duration with ordinarily not to exceed three to six inches of snow during the entire winter. This makes the climate especially desirable to those wishing to avoid the cold, vigorous and unendurable winters of the north.

ORD'S SHIPPING FACILITIES.  
 There are two great lines of railway traversing the North Loup valley from the south and southeast to the north and northwest, making Ord easy access. These two lines—the Union Pacific and B. & O. railroads—have constructed fine depots in Ord, and this is considered the principal shipping and distributing point for the Loup, Mira, Dane creek and numerous other smaller valleys tributary to this point. The Chicago & Northwestern, also Illinois Central railroads have made their surveys through these valleys and are now contemplating the construction of their lines into Ord before the beginning of another year.

Ord and Valley county, of which Ord is the county seat, are well supplied with fine schools. From the earliest history of Valley county the educational interest has been fostered, and nothing has been left undone within the means of the people to build up the school districts, most of which have good, comfortably equipped, frame or brick school houses. Each district being independent of the length of school terms vary from three to ten months for each year. But very few districts have less than six months of school yearly. These fifty-three school districts require the service of sixty-one teachers whose wages range from \$20 to \$40 per month in the rural schools, and from \$40 to \$50 in the graded schools.

During the school year beginning April, 1882, and ending April, 1883, the total expenditure on the schools was \$2,448.75, while for the year beginning July, 1883, and ending July, 1884, the total expenditure was \$2,334.11, showing more than a three-fold increase in a little over three years. The annual increase in the school population of the county through a period of five years, as shown by the census of 1880, was 37 per cent. Last year's enumeration showing a total school population of 2,275, while the census reports now show at least 3,000 children between the ages of five and twenty-one.

## ORD'S MANUFACTORIES—BUTTER AND CHEESE.

An elegant, substantial and commodious factory, with all the modern machinery for the production of superior grades of creamery butter and cheese, was established in Ord early this spring. It has a daily capacity of 12,000 pounds of milk in butter and cheese. The factory now has all the milk it can handle and will at once construct additional curing rooms. Shipments of cheese have not commenced, and experts claim that they are a No. 1. Nothing but a full cream cheese is made in this factory. The local trade is entirely supplied from it, while Chicago, Omaha, Lincoln and Denver markets consume the balance of its product at the highest market prices. The factory's payroll for the month of June shows about \$2,400 to the patrons for milk. About 800 pounds of cheese are made daily, and some 9,000 pounds are now in the curing room. H. J. Rothrock, an expert butter and cheese maker from Illinois, is conducting the factory. D. N. McCord is president, F. L. Harris treasurer, and H. H. Clayton secretary.

## CIGARS.

The Ord cigar and tobacco factory established in 1885 by A. B. Stara, is one of the most institutions of which Ord may feel proud. This factory has a capacity of making over 500,000 cigars during a season besides carrying on a large trade in cigars and bottling works, which at present has a bottling capacity of 2,500 daily or 75,000 monthly. The works are receiving a good patronage from neighboring towns, and Mr. Heuck is arranging to increase its capacity.

## ELEVATORS.

Ord has two large elevators now and one more soon to be constructed by Mr.

C. M. Jacques who is perhaps the heaviest elevator man west of Chicago. Mr. Jacques has elevators at Burwell, Garfield county; Greely, Center, Greeley county; Farwell, Howard county; Ashton, Sherman county; Loup City, Sherman county; Sargent, Carter county, and Arcadia, Valley county. All of these elevators were constructed and are owned by Mr. Jacques at points along the line of the B. & O. railway with a capacity of over forty thousand bushels of grain each and representing an investment of upwards of \$150,000. The general offices and headquarters for this system of elevators is at Ord.

## BANKS.

The First National bank, Ord, Neb.: S. Mortensen, president; George A. Pacival, cashier. Capital, \$50,000; surplus, \$8,000. This bank was organized in 1885, its stockholders representing upwards of \$1,000,000. It is conducted upon a conservative and safe yet liberal policy. With its fireproof vaults and modern appliances, it is considered one of the strongest institutions of north-west Nebraska.

The Ord National bank, Ord, Neb.: Fred L. Harris, president; Ed Harris, cashier. Capital, \$50,000; surplus and undivided profits, \$9,500. The Ord National bank is the oldest established bank-by succession—in Valley county; its stockholders being among the wealthiest men in the state, representing fully \$1,000,000. Its management is conservative and confined to strictly business. It is considered one of the most solid banking institutions in the state.

## HOTELS.

The Hotel d'America is the finest hotel in Ord or Valley county. It has fine large, airy, airy sleeping rooms, several sample rooms, modern conveniences and every attention given the traveling public by the owner and proprietor, D. N. McCord, to make it one of the leading hotels of the west.

## MERCANTILE HOUSES.

Ogden Sharpe, wholesale and retail hardware dealer, established in 1881, carry a full line of fine sporting goods. This is the pioneer firm of the county and represent an investment of \$10,000.

Deery Bros. & Co., of Ord, established in 1888, conduct a general merchandise business, carrying a \$6,000 stock of dry goods, groceries, boots and shoes, etc. This is considered one of Ord's leading business houses.

## REAL ESTATE AGENTS.

M. Coombs, real estate agent, Ord, Neb.

E. M. Coffin & Co., real estate agents, Ord, Neb.

Rowan & Schaeffer, real estate agents, Ord, Neb.

The above are of the leading real estate firms and land owners in Ord and Valley county. They conduct a general real estate business have been established in Ord for years buy and sell farm lands, make loans, etc., any persons desiring reliable information in regard to Ord and the surrounding country will certainly receive prompt attention by addressing any of the above firms.

## NEWSPAPERS.

The Ord Quiz, republican, W. W. Haskell editor. The oldest weekly paper in Valley county—circulation about 1,200.

The Ord Democrat, democrat, J. W. Jackson editor. Weekly. Circulation about 1,000.

The Ord Blizzard, prohibition, A. E. Haskell editor. Weekly. Circulation about 1,000.

## NEWS AND STATIONERY.

Peter Herring, news dealer, carries a full line of books, magazines, newspapers and stationery of all kinds. He is located in the postoffice.

## CHURCHES.

Ord has two fine church edifices—the Methodist and Presbyterian. The Baptists and Episcopalians are now erecting new buildings, which will be as fine as seen in any of our western towns or cities.

There is a large amount of building

going on in Ord this season, which is one of the best evidences of her prosperity and general thriftiness of the surrounding country. Crops are looking fine, and unless something unforeseen occurs the farmers will have one of the largest yields of corn and small grain ever produced in that section. From a business standpoint Ord can not help but push to the front and take station among cities of a larger class in the almost immediate future. She has the commercial advantages; her citizens are thoroughly American (scarcely any foreigners among them); they are keenly alive to the interests of their town and its brilliant future. They are a progressive, wide-awake, intelligent people and extend a most cordial invitation to the less fortunate of eastern towns and cities who contemplate new locations in the west to pay them a visit before locating elsewhere.

## A Verified Dream.

A popular pastor of this city, who was detained at his home by illness one afternoon recently, fell asleep, says the Troy (N. Y.) Times. While he was dreaming the form of one of the ladies of the parish came before him. Although this may seem not a surprising fact, especially as the lady is one of the most cheery workers in the congregation, the pastor thought the vision might be a messenger to convey the news of misfortune.

In spite of his illness he sought the lady's house, and found that she had been attacked with sudden and serious sickness. So alarming had been her illness that she had directed an attendant to write out full instructions for her funeral arrangements, including the text of the sermon, the hymns, the singers, and the name of the officiating clergyman. It was the clergyman who called upon her, and as she was then recovering from the shock of her illness, to him she read the document. The minister said he had frequently received such information in his dreams, and had always found them reliable appeals for attention and help.

## "THE MARCHIONESS."

Where Dickens Got His Original for This Unique Creation.

One of the most amusing characters in the "Old Curiosity Shop" is that of the small slipshod girl who wore a "dirty coarse apron and bib, which left nothing visible but her face and feet," and who was called "The Marchioness." In the story it is said that the first study of Swiveller, in order "to make it seem more real and pleasant." The novelist took his first impression of this domestic young person from a maid-of-all-work possessed by the Dickens family when living in Bayam street, Camden Town. She was an orphan from the Chatham workhouse, and continued to wait upon her employers during their incarceration in the Marshalsea. Like young Charles Dickens she had a lodging in the neighborhood of the prison that she might be near on the scene of her duties, and when Charles met her as he would do occasionally, in his iongling place by London bridge, he would occupy the time before the gates opened by telling her most astonishing fictions about the wharves and the town. "But I hope I believe them myself," he would say. The room which young Dickens then occupied was a back attic in the house of an insolvent court agent in Lant Street, Borough, where Bob Sawyer lodged many years afterward. His landlord was "a fat, good-natured kind old gentleman. He was lame, and had a quiet old wife; and he had a very innocent grown-up son, who was lame, too." The elderly couple and their only son were dead when these particulars were related by Dickens to his biographer, who informs us that they lived still very pleasantly, in another form, as the Garland family in the "Old Curiosity Shop." Turning to a minor character in the story it is said that the first study for the poet of Mrs. Jarley's wax works was made from one of the rhymesters regularly employed by Robert Warren, the blacking manufacturer, whom Dickens remembered so well.

Applying kerosene with a rag when you are about to put your stove away for the summer will prevent them from rusting.

